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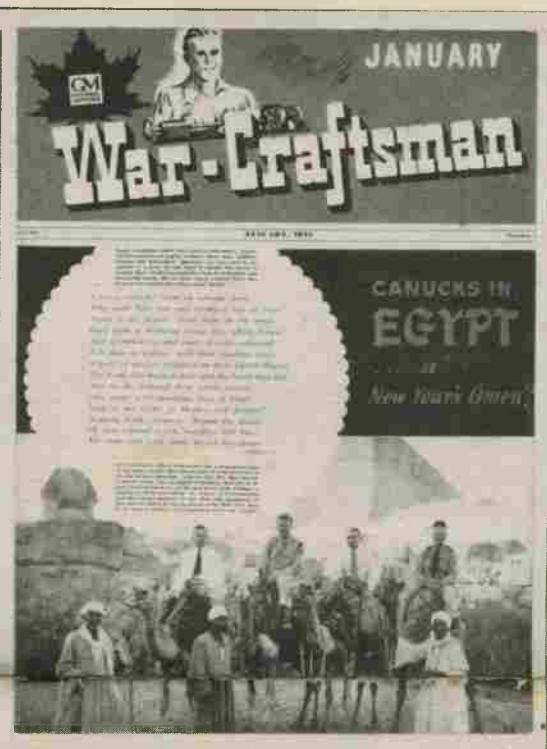
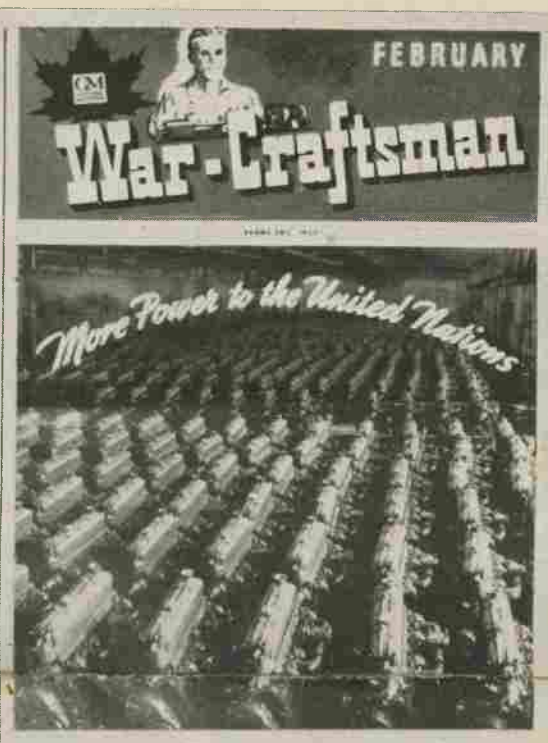
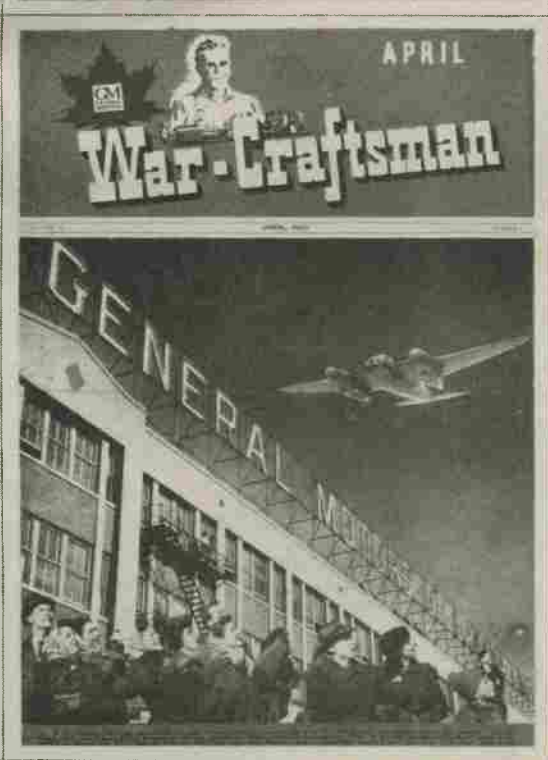
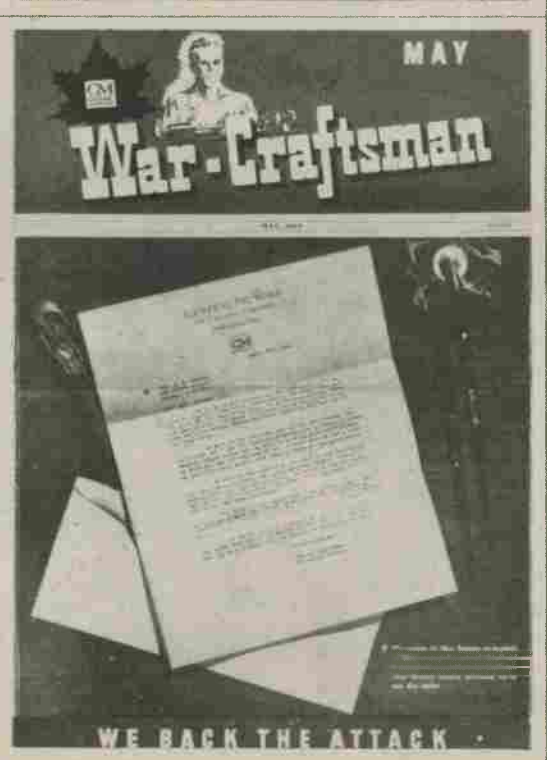
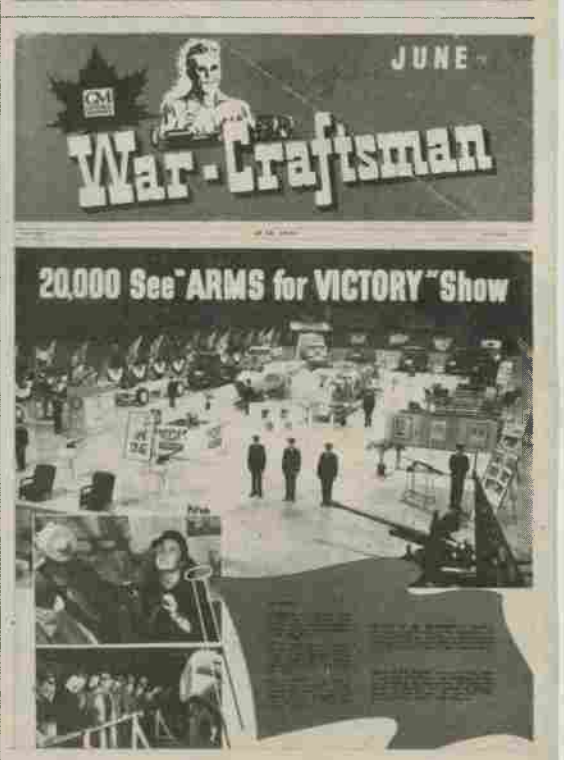
VOLUME 2 NOVEMBER, 1943 NUMBER 13

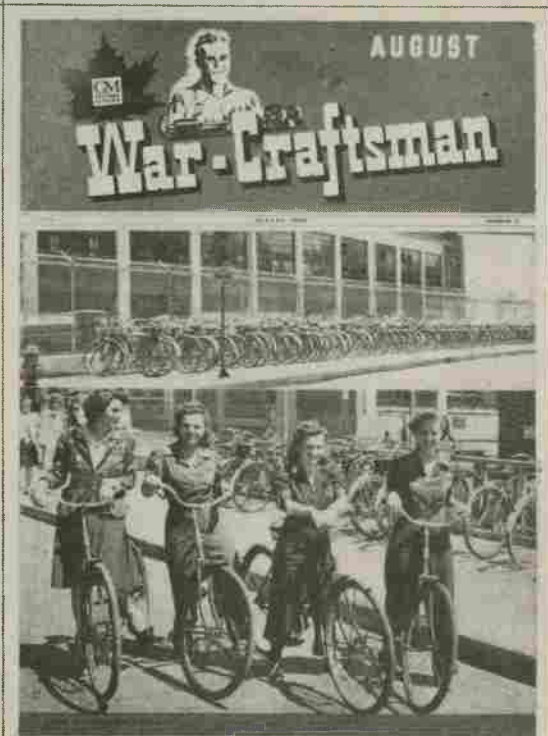


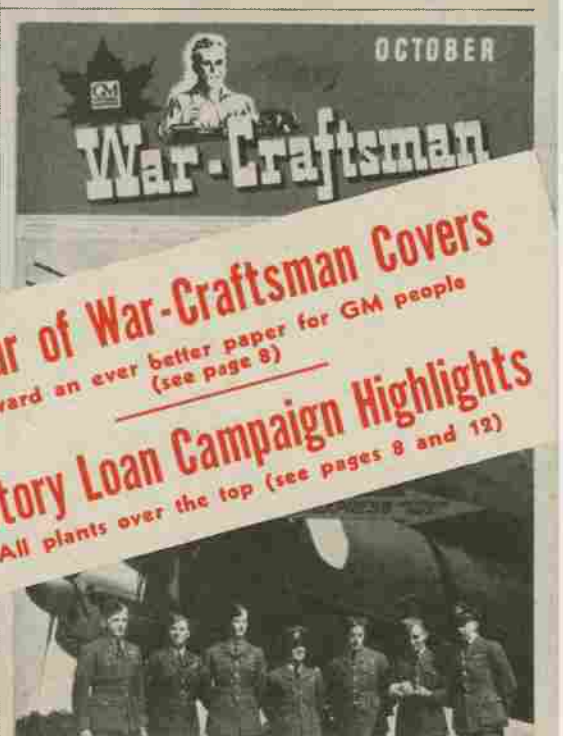











OCTOBER
War-Craftsman
A Year of War-Craftsman Covers
Toward an ever better paper for GM people
(see page 8)
Victory Loan Campaign Highlights
All plants over the top (see pages 8 and 12)

AWARD TOTAL PASSES $5000 MARK IN OSHAWA

Total of 82 Awards In 7-Months Operation Shows High Average

New Wave of Ideas Includes Five Awards of Over $100.00

The Suggestion Plan Committee announces that over $5,000.00 has been paid out in Victory Bonds and War Savings Certificates to employees in the Oshawa plant during the first seven months the plan has been in operation. Over 7,000 suggestions have been carefully investigated by the committee and 82 awards have already been paid. while many others are under consideration. The average payment, which works out at approximately $60.00 per award, is considerably higher than in most places where a similar plan is in operation.

The Suggestion Plan Committee point out that most of the award winners have sent in several suggestions in addition to those for which they have received payment. Hundreds of other suggestions were submitted that did not fall into one of the classes eligible for payment, but which are nevertheless, very praiseworthy considering the thought given to them by their authors.

Following the expected sumer lull in the number of suggestions submitted, a renewed interest is shown in the plan by a new wave of award-winning suggestions turned in for consideration. During the last month and a half five employees have earned awards with a value of over $100.00 each. Others received awards of lesser amounts.

Outstanding Awards

One man in the paint shop was responsible for two other workers receiving a total of $118.25 as a result of his Class "D" suggestion. He is James F. Ballantine who suggested a rearrangement of touch-up work on cab bodies which released a much needed man for another job and resulted in the payment of $71.00 to Robert L. MacGregor and $47.25 to George A. Tapping.

Joseph Mason of Material Handling Department received $141.19 for effecting a saving in lumber in the loading of lower tank hulls on rail cars.

Carlton Morgan of the Trim Shop suggested reducing the number of skids in packing C.K.D. stock by using head lamp cartons, for which he received $150.00.

Howard Law of the Shipping Department received a Class "D" award of $108.35 for suggesting that Hessian bags be eliminated on "U" bolts on certain army vehicles for C.K.D. shipment.

Victory Bonds and War Savings Certificates to the value of $151.50 were paid to High Hicks of the Shipping Department for his suggestion that fibre water-proof paper which is used to wrap cartons of stock for export army line be purchased in a narrower width to reduce waste.

Award winners whose names have not already been published or mentioned in the story above are as follows:—

Employee	Department	Award
Stanley E. Blair	Shipping	$84.68
Norman E. Winter	Cost Accounting	20.00
Victor D. L. Dyer	Cost Accounting	5.00
Alfred H. Allin	Parts & Service	5.00
Frank R. Bennett	Trim Shop	20.00
J. E. Hanson	Paint Shop	45.00
Lloyd Corson	Trim Shop	5.00
Freda A. Caverly	War Training and Produce Service	15.00
Florence J. Kemp	Aircraft	10.00
V. Simmons	Material Handling	5.00
J. Richel	N.P. Tool Room	10.00
Lloyd Corson	Trim Shop	10.00
E. J. Pomery	Shipping	15.00
Frederick Crome	Shipping	25.00
Charles W. Boyle	B.P. Tool Room	10.00
Ross H. Cooper	Shipping	25.25
George Colley	N.P. Tool Room	10.00
Francis F. Cowell	Body Assembly	20.00
Elizabeth Brockman	Aircraft	6.75

FIRST AWARD WINNERS under the suggestion plan among women war workers in the Walkerville Engine Plant is Betty Ann Schur, employed in the Engine Plant tool grinding room.

CYRIL DAYON recently received an award for a suggestion, at Walkerville Engine Plant, that a home-made jack be used to lift export boxes. The job was formerly done by several men lifting the boxes manually.

JOHN H. MORRILLA was known as "Bud" to his fellow-workmen, is another Engine Plant employee, has earned a suggestion award. He suggested the use of a vacuum system to clean out borings on certain operations in the plant.

Engine Plant Committee Urge Thinking For Higher Pay Offs

Large Number of Ideas Submitted, Shows Interest Keen; Suggest Re-Reading Booklet on Plan To Improve Quality

A gratifying volume of suggestions continues to be dropped in boxes at the Walkerville Engine Plant, according to the Suggestion Plan Committee. However, it is pointed out that the average award since the plan began has been lower than was anticipated. Those in charge of this activity believe that there is evidence of a wide-spread keenness on the job. They point out that familiarity with the rules of the Suggestion Plan might lead many men who have shown themselves capable of constructive thinking to cash in on some of the higher awards.

A careful reading of the Suggestion Plan Booklet which has been issued to all employees might help substantially in improving the quality of the suggestions made. Catagories "A", "B" and "D" which have to do with ideas that save productive material, productive labor or both are the ones recommended for study in the interests of employees winning large awards for their brain work.

One of the employees who earned a maximum award of $750.00 in another plant expressed his ideas this way: "I am going to keep on making suggestions until I hit the "jack pot" because the law of averages is sure to take care of the man who never stops thinking of more suggestions for victory."

Each man or woman who has made a useable suggestion should properly feel that he or she has contributed that much to help win the war.

FROM THE ARMED FORCES LETTER BOX

A lieutenant from Oshawa who arrived in England five months ago, says: "Over here it is getting that you run into more people from Oshawa than if you walked into Karn's soda bar. I was talking to Lex Chisolm just a week ago. I have seen Johnny Northcott, and spent a whole day with Bill Lytle in London a while ago."

The writer of this letter is Lieutenant Harold (Sam) Barker, formerly in the Parts Distribution Department, who comments on how friendly the English people are in doing everything they can to make your stay enjoyable and homelike. "More and more Canadians are landing here all the time and they all seem to think it is amazing how the people after four years of war can still be so cheerful and smile as they do. They have done without so much in these four years. No cars, except in special cases, no chance to get to the seashore and the most dreaded winter blackout with always the possibility of air raids. They seem to have become immune to worry. It would be wrong to say they enjoy it but their 'beefing' is good natured and the most popular theme of all is when the lights come on again.

Please give my best wishes to all my friends in the Parts Department.

* * *

Pte. Ken Burton, in Sicily with the R.C.O.C. tells us that the people of Sicily are friendly but are inclined to boost their prices. "They just seem to know one thing and that is a shilling. All they want to give us is two eggs for one shilling. I don't believe eggs are that price back home." Pte. Burton, who was in the Shipping Department before his enlistment has nothing but praise for GM trucks. He describes the mountainous terrain of Sicily, the terrible roads, hairpin curves, and says he doesn't know how the trucks stand up the way they do. He has been in a repair shop, so actually sees the trucks and knows the terrific punishment they can take from actual combat and driving conditions.

* * *

" 'The Woodbines' as English people are called by Canadian soldiers, don't know what we are doing when we play baseball, but they seem to like it pretty well because they get such a kick out of watching us." This is an extract from a letter written by Henry Lee, formerly of the Glass and Hardware line at Oshawa, who has been in England for over a year now. "The girls over here are too serious", says Henry, "and a lot of them seem to want to come to Canada." Henry mentions seeing George Willoughby, who is with the Canadian Active Service Corps, (Reinforcement Unit) and also in England, and reports that he looks fine. Henry's brother Bob, who has been in service since shortly after the war began, is with the Canadian troops in Italy.

GRADUATED AS AN INSTRUCTOR at Pearce, Alberta, in September of this year was P.O. Charlie Brockman (left). Charlie received his wings and commission at Brantford in July, 1943, and is now instructing flying at Dauphin, Man. Before enlisting Charlie was employed in Accounts Payable Department at GM, Oshawa.

GRADUATE OFFICER is Lieut. R. H. (Bob) Johnson, who recently left the Brockville Training Centre for a post at Camp Borden. Bob was a member of the Parts Merchandising staff at Oshawa before joining the Army in August, 1942. He was soon put on instruction work and recommended as an officer candidate in May, 1943.

STEEL GREMLINS CAN'T FOOL THE EXPERTS ANY LONGER

Non-destructive X-ray Tests Made On The Spot At GM Oshawa Plant, Save Time, Insure Quality of War Products

A Canadian plane is flying over Germany bent on the destruction of Axis power. A Canadian tank, artillery unit or armoured car, ascends some slope to engage the enemy in the Fortress Europe. Back of the controls is a soldier or airman. Back of them are workers on the assembly line, back of the assembly line the welders, the patternmakers and those who work with molten rivers of metal. Back of all these men General Motors now has scientists with magic rays—X-rays, guaranteeing a standard of perfection in our products.

A few years ago radiography was an expensive laboratory plaything for research scientists only. Discovered only a bare fifty years ago, X-rays have become established as instruments of healing. With the outbreak of this war it became obvious that more accurate methods were needed to inspect weapons for fighting fronts. Visible defects are not the only ones to be checked for, because the lives of fighting men may easily hang on some hidden flaw. How to get at the flaw was the problem.

Use Best Method

Breaking open of a casting, ballistic testing, chemical analysis and physical analysis—all these were destructive and wasteful of material. On the other hand, X-rays, though expensive a few years ago were known to be sure test mediums. The age-old saying "the best is none too good" was felt to be applicable to parts which go into our war goods. Today the cost for such procedure is so low that no producer of armament castings or pressure castings or welded units can afford to be without it.

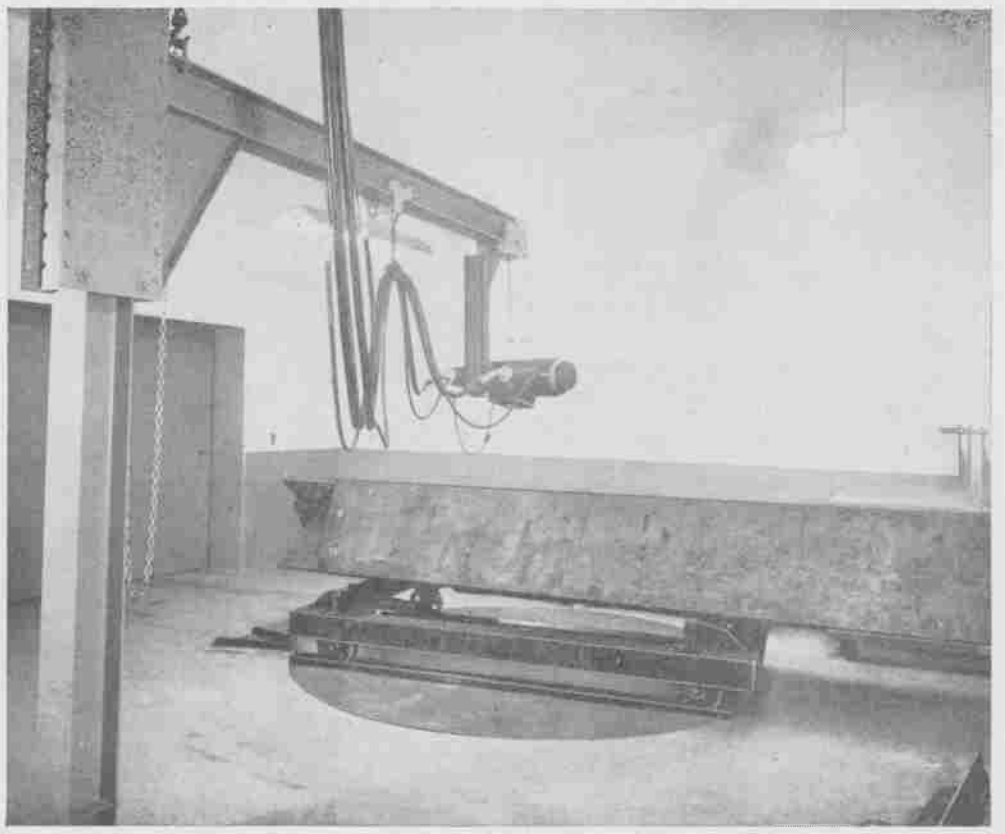
The use of X-rays in the inspection of metal is now familiar. On the X-ray films thin sections of the parts show up as dark areas and where a cavity in the metal leaves less material for the X-ray to penetrate, the corresponding dark spot appears on the film. If steel is included in an aluminum part the steel will show up as light spot on the film (opposite result on a positive print as shown in the picture on this page.) While sand in steel will show up dark like a cavity. Radiographic testing of welds and castings reveals flaws which may be traced to their causes. In welds the most common flaws are lack of fusion, undercut, excessive porosity and slag inclusions. When these are found the welders can alter their technique until defects are eliminated and perfect welds are produced.

Defects Corrected

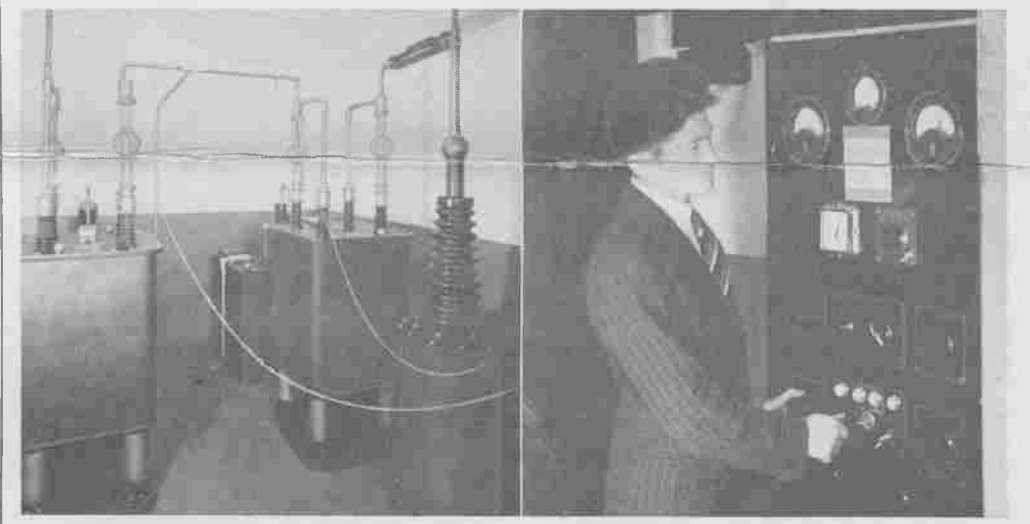
Common defects in castings, such as shrinkage, cracks, slag or sand inclusions, or gas holes may be eliminated by changing the pouring temperature, the size and position of the gates and risers, the moulding methods or design of the castings. If the first few castings of each type are radiographed and found imperfect, the methods used by the foundry may be varied until sound castings are produced. Thus radiography, properly used, enables the welder and the foundryman to establish good techniques rapidly and to proceed with speed and confidence.

It has been estimated that the use of X-ray in industry makes it possible to use 25% less metal with safety—it is no longer necessary to compensate for possible defects by adding extra weight. It saves material, it saves work, it saves lives.

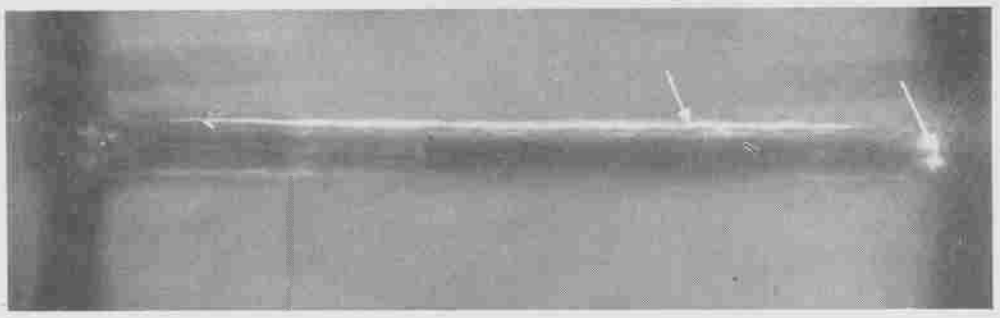
The department responsible for this work in General Motors is under the supervision of Bert Granik, and the X-ray equipment is operated by radiographer Brian Leighton.



NO ONE WATCHES THE BIRDIE in this room where X-ray pictures are taken to reveal the interior defects on metals, welds, castings, etc. The room is completely sealed off by lead-lined solid doors and 14″ concrete walls. X-ray beams from the tube head above pass through sound metals leaving no shadow on photographic film, which is placed under the piece to be examined. Defects in the metal being less dense enable rays to pass through more readily and produce dark markings on the film. Unlike many other radiographic equipment setups there is a separate room for the power transformers. Power leads come in overhead and special attachments for the tube head, improvements made at General Motors, allow for far greater maneuverability in radiographing difficult angles.



TRANSFORMER FOR X-RAY EQUIPMENT which increases incoming line voltage up to 200,000 volts for use on radiographing heavy metals. Radiographer Brian Leighton at the control panel which regulates the penetrating power of X-rays used in this process. More voltage for the ray is necessary in ratio to the greater thickness of metal under examination.



UNDISCLOSED TO NORMAL VISION, the defects in this piece of metal are clearly shown at "A" and "B". This is a positive print of an experimental plate produced during the early stages of tank production. From this picture it is possible to re-adjust methods of welding so that weaknesses don't occur thereafter.

"C. E." GOES TO NEW POST

JUST over a quarter century ago, when the Chevrolet car was quite a baby, it was thought the Prairies might be a market for it, and it was decided to open a western branch. Oshawa management started to seek a location. They knew a young fellow who worked for the Cockshutt Company at Regina.

C. E. McTAVISH

So they asked him to find suitable premises.

That was the first job Charlie McTavish undertook for General Motors. The second, much to his own surprise, was to assume the management of the branch. After that, for more than twenty-seven years he handled progressively bigger assignments, all the way up to General Sales Manager.

Just recently, having accepted a position with the Perfect Circle Piston Company as General Manager and Secretary for Canada, Charlie came into this office to have the address of his War-Craftsman changed to Leaside.

Sort of off the record, Charlie said that of all the work he had done for General Motors, he was proudest of what he had been able to do in helping along the younger GMen who came under his direction through the years. A typical McTavish viewpoint which lent sincerity to his observation that while he was proud of his new and larger opportunity, he regretted leaving his old associates. The regrets were mutual, for C. E. McTavish left with genuine good wishes, partly expressed by the staff from coast to coast in their presentation of a Cellarette, Sheffield Tray and Cigar Humidor just before his departure.

It is recalled that Mr. McTavish's services covered a wide General Motors field, always in a capacity which made him known Dominion-wide. Outside of General Motors he is best known for his association with community activities—Chamber of Commerce, Rotary, Board of Education, Utilities Commission and many others. He is a past president of the Oshawa Baseball Club and has officiated in various capacities in the curling, hockey and rugby clubs for many a year.

C. E. goes to his new position with the best wishes of all GM folks.

WRONG ADDRESS ?

Be sure to advise the employment office if your address has been changed. The War-Craftsman is mailed to your address that is registered at the employment office. Many copies are still being returned to us marked "wrong address".

NEWS FROM GM MEN IN THE ARMED FORCES

Non-Combatant Troops Rout Nazis As Fighting Troops Prepare Attack

Oshawa Man in Action Which Provides Surprises All Round

A Toronto paper's war correspondent, in a recent story, tells of an amusing incident which took place in an Italian town, in which an Oshawa GM man is mentioned. He is Joseph E. Conlin, formerly employed on the truck line, who was one of the drivers attached to a unit which took an Italian town in an action full of surprises for all concerned.

A battalion of fighting men left their cooks, orderly room clerks, drivers and mechanics behind while they left to capture the town by a flanking movement, using mountains for cover. En route they were bogged down in mud and thus delayed considerably. Meanwhile, those left behind, believing they had given the fighters long enough to accomplish their purpose, pushed on toward the town by the main road. Great was their surprise to find that they were the first to arrive, but nothing daunted, went into action and routed the Germans. Even greater was the surprise of the fighting men, when they arrived to find the mechanics, drivers, cooks, orderly room clerks in command of the town.

There were no casualties in the Canadian ranks, and despite the eagerness of the fighting troops to push on and engage the Germans, officers decided to let well enough alone for the time being and leave the non combatants with a good story to tell.

Our camp is right in the middle of a vineyard in Sicily, so you can imagine that by now I can hardly look a grape in the face," says Harry Richards formerly of the Oshawa Stamping Plant in a recent letter. "For the first two weeks we were on the move all the time trying to catch up to Jerry and Musso, but it was a pretty hard job to go fast enough to keep on his heels." Chcnces are that Harry is now in Italy with Canada's first active division on the third front.

Previously reported missing, F.O. Lawrence B. Carson, is now presumed to have been killed in action. F.O. Carson, at one time employed in the Parts and Service Dept. at Oshawa, was one of the few Canadian airmen to receive both a pilot's wing and observor's wing, and received his flying officer's commission overseas in November 1942.

THREE BROTHERS-IN-ARMS

THREE HAINES MEN are in the armed forces overseas while their father Ed. Haines holds up his end in the carpenter shop back home in General Motors, Oshawa. All former GM employees, they are shown in the picture above left to right: Father Ed, Sgt/Major Alfred, Pte. Ralph, Lieut. Robert.

The following paragraphs are from a letter received from Leo J. Janisse a former employee of the Piston Department at the Windsor Engine Plant. Just a few words to let you know I have arrived safely overseas. We had a wonderful crossing, and from what I have seen of this country, I think it is going to be very beautiful. I am stationed with quite a few Windsor boys who were G.M.C. employees. There are a number of G.M. Trucks around, and they stand the gaff very well. There are also a great many other weapons on the station made by G.M. I hope to be back with you in the very near future, and also that you are all well."

Following is a letter received from Pte. F. A. Holmes, formerly of the Rocker Arm Department at the Windsor Engine Plant. We are enclosing a snap of Pte. Holmes: "Your recent letter received and I'd like to thank you for your kindly interest in me. My work in the Medical Corps, both as an ambulance driver and in the Quartermaster's department has given me an excellent chance to observe the company products, particularly the motor vehicles. I can truthfully say they are of the best. My heartiest congratulations to the boys still in the shops for the splendid job they are doing. I receive and appreciate the "Front Line" which is sent to me quite regularly.

I wish everyone connected with the Company continued success."

Sees East Coast Museum As Symbol Of History

Unusual Letter From Former Plating Department Employee

One of the most interesting and informative GM soldier's letters yet available for publication in the War-Craftsman was recently turned over to the editor by J. E. Judge, who received it from Pat O'Donnell, formerly employed in the Plating Department and also in the Main Office, before enlisting in the R.C.O.C. He is now stationed at Woodstock ,Ontario, after spending some time on the east coast. The letter's interesting story about the Maritime provinces is printed in part for GM employees, most of whom are from Ontario or the west.

Pat's letter tells about the Toonerville Trolley-like street-car system in St. John, New Brunswick, the friendly people in their large, old homes and the high cost of living in the East. His letter proceeds as follows:—

Museum Revealing

The museum here gives one an insight into the character of the people of St. John. Remember that this city has only a population of 50,000 and that the province's total population is just about half the total of greater Toronto. In the light of these figures it is surprising to find that they maintain a hospital that ranks seventh in all Canada. They have three colleges, a normal school and ample lower education facilities. The musuem compares favorably with the Ontario museum in Toronto. You find there the Loyalist seafaring background of the old New Brunswicker. A Scotch-British strain runs throughout the complete setup. Rooms are devoted to earlier sailing ships and Indian relics. Tell Bill Young that I saw a chair in the museum on which Robert Burns often sat, and it looks quite old enough to have seated the venerated bard. A plaque on it states that Tam O'Shanter and Johnny Souter used to sit with Burns in a Scottish inn while they indulged in tales and perhaps partook of "a wee droppie."

War Exhibits

When I walked through the museum building and saw all the exhibits of previous wars laid out in their twenty-year intervals, I could almost see (God forbid) the youngsters of today treading the same steps a score of years hence. By then, of course, this epic struggle will be just another link in a far from completed chain. The question enters your mind, will World War Two's exhibit be the last of this kind or must we go on like worse than bad children in our international affairs.

Tradition Strong

This lack of change is very noticeable here. Some of the older houses have not been painted or altered in seventy years. Narrow, dirty alleyways and streets are common. The exterior of the houses are dull brown or faded gray. But inside, plenty of these houses are neat and cheerful, as though the grayness of the sea had refused to seep into their souls. The habit of living in the past sticks with you to some extent as you pass out of the doors of the museum."

'WHAT JUST MISSED ME", was described in a recent letter from England by Lance Corporal Earl Wilson, who helped clean up what was left of an Oshawa built Chevrolet army truck, after a load of shells exploded. Earl worked in the Oshawa Stamping Plant before enlisting. His father, Bob Wilson, is employed in the Traffic Department. "The shell was in the guy's arm and it kind of went off when he set it down among the rest. Believe it or not, but he only suffered a few cuts in his fingers and hand." Top picture shows some of the left over shells. "She is definitely in two pieces," says Earl, front row, bottom right picture, who draws the moral, "be ever so careful with six-pounders and 75's." He adds, "It's a shame that they were wasted, I bet Jerry would love to be on the receiving end.

New Safety Plan Announced At Oshawa Plant

Enthusiastic Meeting of Foremen Held at Oshawa, Discuss Plans For Coming Months

The feature news coming out of a meeting of foremen at the Genosha Hotel on October 26th, presided over by R. B. Reddoch, is the announcement that a new proceedure in the handling of investigation of accidents was to be put in force immediately. The meeting was part of a general drive for new, better and safer ways of doing our work at our benches and at our machines.

Details of the new system are not available at time of writing, but the War-Craftsman is advised that by this new arrangement it is hoped to make every man, from employees to superintendents more conversant with the causes of accidents and therefore more likely to co-operate in preventing them.

One known feature of the plan is that three employees will be chosen from every department to act for a stated period of time as independent investigators of any accidents that may occur in their departments. These men will receive no outside help in making their investigation and will therefore be reporting the facts just as they see them. It was the general belief among the foremen that the new plan would be helpful, not only to themselves but to the men, in keeping them on their toes in safety matters.

The three man employee investigating committee will be changed at intervals until everyone in the department has participated.

A film entitled "Progress Report" which depicts General Motors' total war effort in production accomplishments was shown at the meeting which was addressed by J. B. Highfield and Mr. W. A. Wecker.

AN ONION DRAW is the latest up-to-date method of raising money for cigarettes for the boys overseas. Bill Drinkle of the Light Reject Department, supplies the Spanish onions, which might be the pride of any man's garden. Raffled off at a nickel a throw, these four onions earned $15.25 for the cigarette fund for the boys overseas. Some members of the Committee for this activity in the North Plant are, from left to right:—Clarence Duncan, O. Pearson, Earle W. Kennedy, J. Flury, O. Hamilton, Ann Kozak.

WRONG WAY, RIGHT WAY for a girl to work around a machine. A woman's crowning glory may be her hair, but not if she is in a machine shop. Here Lillian Hounslow, Walkerville Engine Plant Inspector, poses to demonstrate the wrong way in the above left picture and the right way, above right, with her cap worn correctly and her eyes on her work.

Two North Plant Committees Cheer Service Men With Gifts

Nearly Half Million Cigarettes To Date And Many Food Boxes Go To Former Working Comrades

Former employees in the North Plant Tool and Die Room and Stamping Plant, who are now in the armed forces are remembered regularly by the friends they left behind in General Motors. On every legal holiday these service men who are still in Canada receive 300 cigarettes and the men overseas receive the same number every two weeks throughout the year. The men on the Committee are now preparing for the second year, Christmas boxes which will go to all their comrades in arms. This is the first fund established n the plant and has an enviable recordi for all others to follow. Every payday a collection is made and the average contribution is 10 cents per man. The fund has never been too short to allow ample distribution of gifts to the boys since it was started nearly two years ago. Secretary Reg. Locke and his committee have received hundreds of acknowledgements from the men who are ever grateful to receive these remembrances from home. They say the men from whom they collect for this fund are a hundred per cent. behind it and this splendid co-operation makes it a pleasure to work on the committee and be the means of doing so much good.

B.C. (1 & 4) Fund

Some months ago a second employees' committee was formed, which takes up a collection from all employees in the North Plant, excepting those in the Shipping Department and the North Plant Tool and Die room and Stamping Plant. With James Flury as President and Earl Kennedy, Secretary-Treasurer, the Committee is composed of the following: Fred Parsons, Percy Hayes, Frank Marks, Mervin Linton, George Perry, Jack McGriggan, in addition to those shown in the picture elsewhere on this page.

Over 150,000 cigarettes have already been sent from this committee to their fellow-workers now in the armed forces. Committee members tour their section every pay-day with sealed collection boxes, and a special drive is now on to be sure the men on the high seas, in England and on foreign battle fields receive an ample allottment of smokes for Chirstmas.

(Continued on page 10, col. 4)

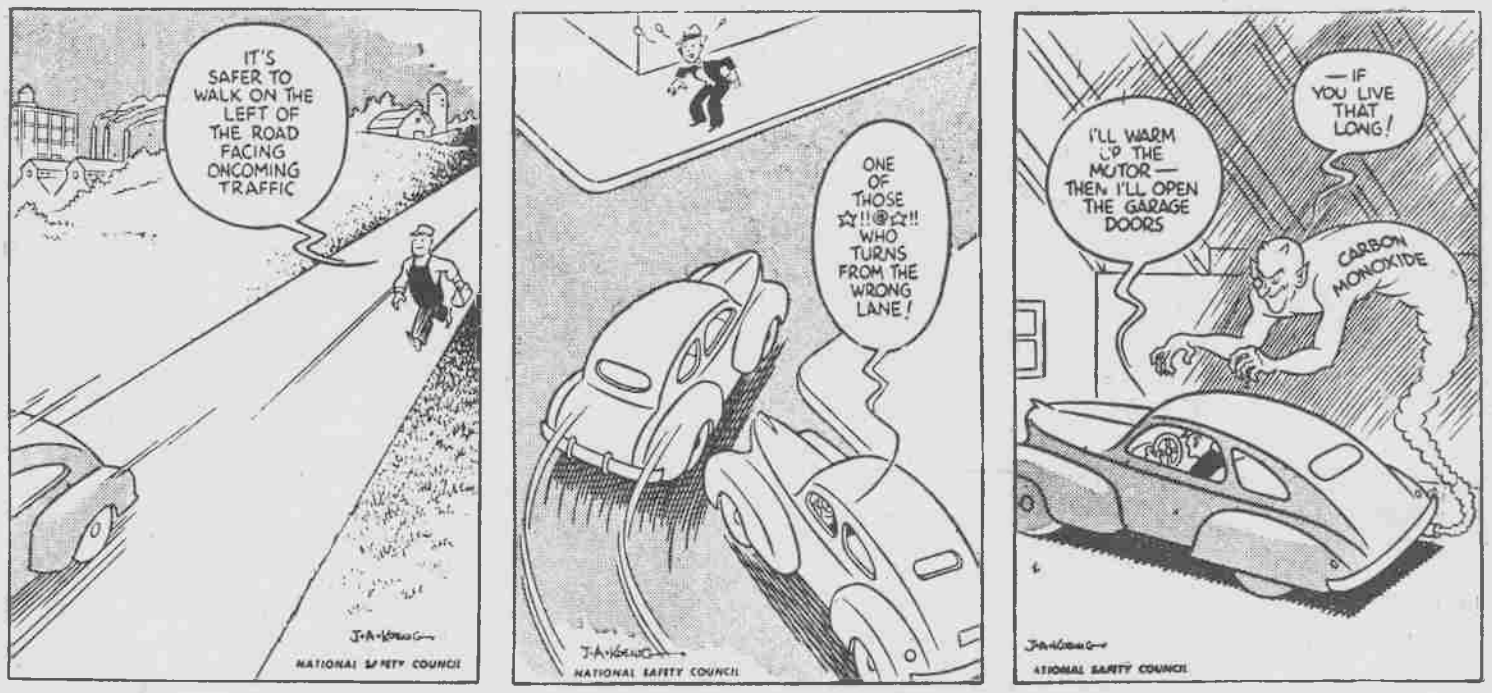
Department Completes 2 Yrs. Without Accident

Good Housekeeping Praised in Body and Press Departments

The Body Press Department in the West Plant at Oshawa has just completed two years of operation without a single lost-time accident. It is pointed out by Safety Inspectors that although there are other departments which can equal this record, none of them do a job of work in which the hazards are as great as those usually found in press work.

Most operations in this Department use shears and punch presses, which are fully guarded as far as practical. A watchful eye is kept on all machinery, to see that no guard is left off or improvement unmade which could insure safer operation.

The housekeeping in this department is said to be of the highest order in the whole Oshawa set-up. Visitors are always remarking on the orderly, neat arrangements of machinery and the spick and span condition in which it is kept. "You will find," says the Chief Safety Inspector, "that everyone in the department shows a keen interest in safety and all employees from the foreman down to the last man are deserving of the utmost praise in this respect."


IT'S SAFER TO WALK ON THE LEFT OF THE ROAD FACING ONCOMING TRAFFIC
NATIONAL SAFETY COUNCIL
ONE OF THOSE ☆!!@☆!! WHO TURNS FROM THE WRONG LANE!
NATIONAL SAFETY COUNCIL
I'LL WARM UP THE MOTOR— THEN I'LL OPEN THE GARAGE DOORS
— IF YOU LIVE THAT LONG!
CARBON MONOXIDE
NATIONAL SAFETY COUNCIL

GNOME-LIKE WORKERS check different parts of an army vehicle under sub-zero tests at the Experimental Cold Room in Oshawa.

ARCTIC REHEARSAL IN OSHAWA

Motor Vehicles Undergo Rigorous Tests In Unique Sub-Zero Chamber

NO GM built equipment for Canada's armed forces wherever its operation is required, will fail in frigid temperatures for lack of previous testing. Nearly every test that scientific ingenuity can manufacture under driving winds and sub-zero temperatures is given to fit our vehicles for service anywhere. Dress rehearsals under battle conditions are being held night and day to insure maximum and efficient performance when the real thing comes.

The tests aren't taking place in the Arctic, but in a "cold room" here in Oshawa . . . the only one of its kind in Canada, and, in many features, unique in United Nations' industries.

Conceived and designed by our own men, the "cold room" provides technical experts with first hand observations on the functioning of army vehicles under the severest types of winter weather. Every factor of temperature and torque (pulling power) can be studied when motor equipment is placed in the room. Engineers say that in many ways the severest of winter conditions can be simulated from the control board outside this super ice-box.

Through readings on the intricate control board, the temperature of the cylinder block or any part of the vehicle being tested can be watched second by second. A window comprised of five separate sheets of place glass allows observers in the control room to watch what is going on inside the cold room.

Engineers wearing the latest fleece-lined type flying suits can spend relatively short periods in the paralyzing cold. Those working in the cold room must be under observation from the outside at all time and the doors to the chamber are equipped with safety devices which prevent even a moment's delay in leaving. In addition, equipment for the detection of carbon monoxide fumes has been installed.

A special cooling machine with an estimated four miles of pipe regulates temperature in the room. Powerful ventilators change the air and regulate moisture. The room is surrounded by 15 inches of cork insulation. The control board also can govern the intensity of the artificial gale whipped up by a big wind machine.

Adjoining the cold room is another large experimental laboratory where our equipment is given every conceivable test at normal temperatures. Here the huge dynamometer is already in operation which will later be extended into the cold room for use in sub zero tests. As in the cold room engineers can estimate accurately how much pulling power a vehicle possesses under every conceivable road condition other than rough surfaces.

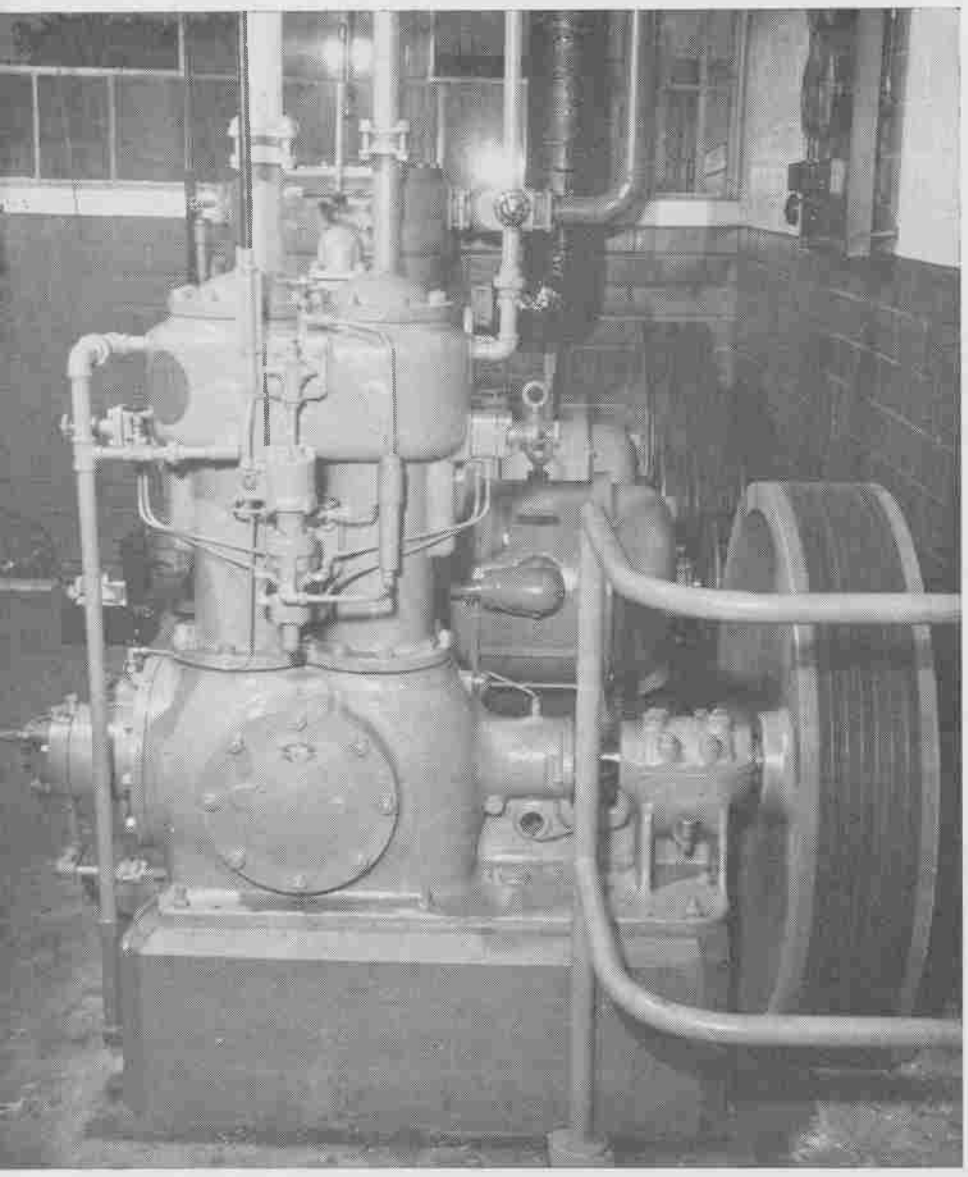
A local reporter, Mary A. Nobes, who visited the cold room, described her experience in this way:

"Now I have an idea of what the Russians go through in their winter or even the Eskimos in the frozen North. Dressed for a polar expedition this morning, I braved a 24 below zero temperature and battled a 25 mile an hour wind. I didn't make a trip up the Alaska Highway but stayed right in Oshawa for the experience. I visited the "Cold Room" in the Experimental Building at General Motors.

"I was escorted through the cold room by Russell Gage, in charge of the Experimental Engineering Building at General Motors, who explained the various machines.

"When you first walk into the control room, you get the impression that you are seeing the start of a polar expedition. Men are walking around in coats and flying suits, lined with sheep's wool, and with parkas to protect head and ears, goloshes for the feet and gloves for the hands. They might have been buying their equipment for a Byrd expedition but instead they are the men who are coming and going from the cold room.

"When it comes time to don one of the suits yourself, you begin to realize that the room must be really cold. Mine was a blue gabardine two-piece ensemble of pants and jacket. It was one of the much publicized flying suits worn by the aviators. Lined with yellow satin, there is an inner lining throughout the pants and coat of sheep's wool about one inch thick. The pants zip from the bottom to the top and are equipped with the new zippers, which when done up require but a further tug and the whole thing comes apart. These enable



AS IN YOUR OWN REFRIGERATOR, to manufacture sub-zero weather a compressor is necessary. The above picture shows the one used in GM Cold Room. The refrigerator power plant conveys a freezing mixture through four miles of piping at the top of the Cold Room.

MADE TO MEASURE wind and weather are developed by instruments which determine exact temperature and velocity in the cold room. Here Jim Stafford (left) checks the velocimetre in a 25-mile gale, while Frank Welch assists in the operation. Note the room temperature lines in front of the ventilator at right.

THE WEATHER CONTROL Board is here shown with attachments for arranging and controlling the cold room temperature. At a glance you can tell the temperature at thirty-six different points or in the job being tested. The window on the left is five air-tight panes thick, to prevent frosting and allow clear visibility from the control board into the room and avoids freezing.

THE SEALED OFF ANTE ROOM to the Experimental Cold Room has two meat packer doors on both sides to accustom visitors to colder temperature before entering the actual sub-zero weather. Note the well-padded flying suits with attached parkas used by the cold room operators Jim Stafford, left, and Roly Doyle, who are seen here entering the ante-room.

INTRICATE ELECTRICAL DEVICES are necessary in operating all the instruments and gauges used in the Cold Room. The electrical control board is seen at the left in this picture. On the right are shown huge condensors for the refrigerant that lowers the room temperature to the required degree.

the airmen to slip out of the suits in a hurry if a jump is necessary.

"Before entering the cold room you enter a small antechamber, which is kept at approximately a freezing temperature. A short pause is necessary there so the system may become accustomed to the rapid fall in temperature. Asked if any man had been affected by the change from about seventy degrees to below forty, Mr. Gage said that they had had no one yet but no worker is allowed to remain in the cold room for very long. And no one is permitted to enter the cold room unless there is an operator in the control room.

"The freezing weather didn't seem very bad, but when we entered the heavy door leading into the cold room, a cloud of frost greeted us and when we stepped into the cold room proper the 24 below zero temperature and the 25 mile an hour wind fairly took my breath away. For a few minutes I gasped for breath and felt as if I couldn't stand it. And then the system became accustomed to breathing the cold air and I found that I could even open my mouth and ask a question without collapsing.

"Questioned first about the temperature of the room and how it is maintained, Mr. Gage said the walls and floors are insulated with 16 inches of cork. The heavy steel insulated doors are at least one foot thick. There are four miles of pipes running back and forth across the ceiling.

"After a few minutes in the room, my nose began to tingle a little. After five minutes or more, my feet felt the cold even through the goloshes and street shoes, and then my hands began to feel chilled. Fifteen minutes was enough for this summer softened Canadian and the antechamber at a freezing temperature seemed warm by comparison. The normal air outside the building felt like a summer breeze. After leaving the cold room, I had a feeling comparable to that of climbing a great height and breathing the rarified air on the mountain top. For an hour my ears tingled and my cheeks burned."

VOLUME 2 OSHAWA, NOVEMBER, 1943 NUMBER 13

Published monthly for employees of General Motors of Canada, Limited

Editor, GEORGE A. FLETCHER

Associate Editors

REGINA, R. P. WILSON OSHAWA, R. B. REDDOCH
WINDSOR, W. F. ROUTLEY, A. J. DENEAU, J. NEILSON
PHOTOGRAPHER, T. J. SIMNETT

• *Editorials* •

VOLUME 2, NO. 13

A year of War-Craftsman covers are reproduced on the front page of this issue, which marks our first birthday. It would be interesting and very helpful if your editors could know how much of the contents behind these covers was remembered by our readers. If we could know that General Motors people know more about each other, more about our part in the war effort and more about what makes General Motors tick than they did before the War-Craftsman was started, we should feel that our job has been at least partially successful. Of course ultimate success depends only on the pleasure with which our paper is received. We are anxious to improve our techniques, so please drop us a line if you have any criticism or comments to make.

Many of you have been kind enough to write us encouraging letters about the paper and most GM people have been more than co-operative in providing us with information and news to publish. To all those who have had any part in the preparation of these twelve issues, and to all our readers we can only express a determination to give you, in so far as it is possible, a progressively better War-Craftsman.

CHRISTMAS CHEER

Not a single GM man in the armed forces overseas or on the high seas will be forgotten this Christmas by his friends back home in General Motors. Three different employee organizations, mentioned in this issue of the War-Craftsman have sent Christmas parcels to men who have left their section of the plant to join the armed forces. In addition the Company is again forwarding to all our armed forces men on active service outside of Canada, a Christmas box containing an assortment of articles similar to that which proved so popular with our soldiers, sailors and airmen last Christmas. A greeting card is enclosed in each of the Company boxes, which reads as follows:—

"Merry Christmas from your friends, the management and employees of General Motors of Canada, Limited. With our gratitude and admiration, we send you the wish that fortune and health will be yours in the year ahead and that your successes may continue and multiply."

Over The Top In All General Motors Plants

"LET the great (armed forces) machines roll into battle under the best possible conditions for our success." These ringing words by Winston Churchill were spoken to "the men behind the men behind the guns" on the home front on both sides of the Atlantic, when in 1942 he asked for their unstinting support of the war effort.

One of the vital roads to victory is paved with Victory Bonds and General Motors employees have again helped smooth the way for our armed forces by supporting the Fifth Victory Loan Campaign in their typical patriotic fashion.

Space does not permit our listing all the names and activities of the four plants which are deserving of special mention. We show some symbolic pictures on the back page of this issue and others will appear in the December War-Craftsman.

But neither words nor pictures can truly describe the pride we may all justifiably feel in receiving the Merit Award for outstanding achievement in oversubscribing our quota in the fifth Victory Loan.

Only because as an industrial family, General Motors people have done more than their share, can it be considered that we are in any way justified in being proud of our accomplishment. Now that we have told our fighting men that their victory and ours is worth over a million dollars to us, let us remember that until this war is completely won, "the most we can do is the least we can do for victory."

The first General Motors plant to go over the top was the Walkerville Engine plant, who established an individual average contribution of $155.00 per employee, which is perhaps one of the best records in industrial Canada. Here, employees participated so enthusiastically that it was hard for anyone who could possibly help it to stay on the side lines when the others lined up for victory 98% strong.

In the Border Cities Industries where a reduced staff is feverishly preparing to build a new war weapon, employees took time out to put their canvass over the top at the end of the first week of the campaign.

In Regina there was no less enthusiasm upon the part of our men and women from the West. Here again the quota was attained in the first week of the canvass and the plant went on to an all time high in the Victory Loan campaigns for this plant when they oversubscribed their quota by nearly 15%.

In Oshawa where more General Motors people are concentrated there was a lively group competition among departments for a special departmental flag, which it appeared at the half way mark, would be won by the Aircraft Division. Here a small group of veteran employees decided to set an example and lead the way for the rest to follow. Thirty men of the final hardware department with a twenty-one year average length of service oversubscribed nearly 300% of their quota on the first day of the loan, and challenged any other group to beat them.

The group and department contests spread all over the plant and Victory Loan officials have remarked that they have never observed a finer spirit of co-operation in any other activity in the history of the plant. Oshawa went over the top at the end of two weeks and chances are that when all subscriptions are in, a substantial oversubscription will complete a GM all-time high record.

Victory Loan rallies in Oshawa plants for this campaign will long be remembered by employees who heard the stirring appeal of Pat Conroy, Secretary of the Canadian Trades and Labour Congress, and the bubbling humor of Captain Norman Rawson and his eloquent message, which he ended with a gripping story about a dying airman. "All I ask is that you match his sacrifice", the speaker concluded.

Plant	WALKERVILLE ENGINE PLANT	REGINA INDUSTRIES LIMITED	BORDER CITIES INDUSTRIES	OSHAWA
Objective	$84,500	$115,000	$36,200	$700,000
Attainment*	$93,000	$129,100	$39,100	$702,000

*These records were established at the end of the first two weeks of the campaign.

WE HAVE KEPT THE FAITH

LEADING LADY for the 1942-43 bowling season at Regina was Delia Sabeck, who won the ladies' high three game prize and maintained her leadership by beating all comers on the opening night of this season's activities.

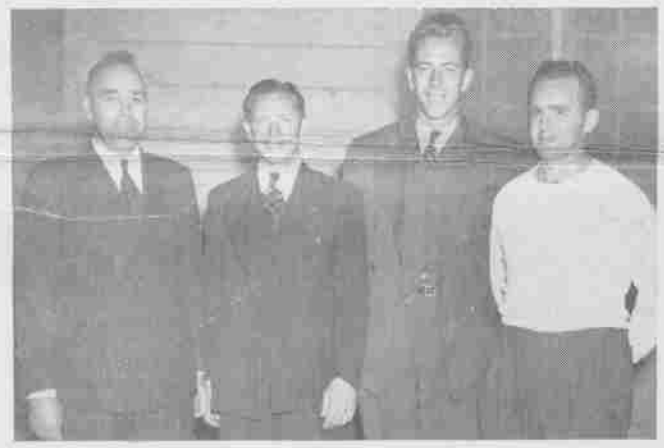
HIGH SINGLE WINNER with a score of 368 in the Regina Plant Bowling League last year was Paul Hanus, shown above.

AWAY TO A FLYING START at the Vic alleys in Regina was the R.I.L. plant bowling league, with Jack Elliott, plant manager, bowling the first ball.

AMONG THE BOWLERS were many fun-loving R.I.L. people, anxious to make their mark high in the 1943-44 season. Shown here are: Front row, left to right, Harold Copeland, Vivian Holden, Bernice Peachy, John Thorburn, John Kidney. Second row: Joe Buck, Jean Hyde, Blanch Fairpont, Percy Ayre. Third row: Delia Sabek, Bill Chobaniuk, Paul Hanus, Alex Edwards, Ernie Sworder, Art Folff, Edna Wertz.

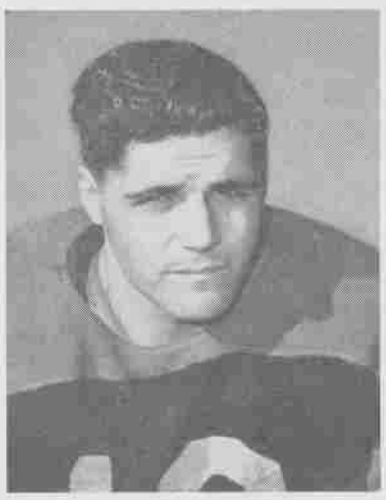
HIGH AVERAGE BOWLER for 1942-43 at R.I.L. was Harold Copeland, at 259 for the season.

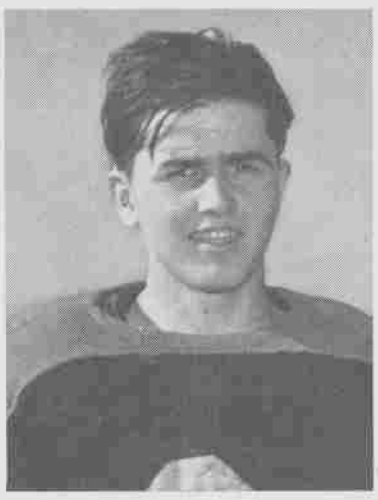
MONSIEUR JACQUES CARTIER (below) was the speaker of the evening at the festivities marking the closing day, when the G.M.G.A. played host to all GM golfers in Oshawa. "Shorty" Reynolds, President of the GM Club, left.

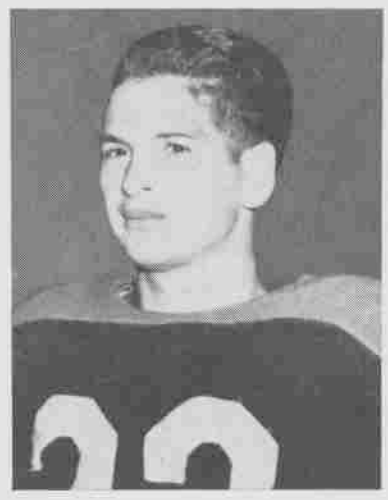


PRIZE WINNERS on closing day and for the seasons' tournaments are shown in the four pictures above. Reading from left to right:—Bob Cordick, Lloyd Hall, Bob Bell, Cliff Maundrell, Clive File, George Fletcher, Jack English, Jack Copeland, Ian McNab, "Tony" Conlin, Ron Rollins, Don Burden, Jud McAtee, Bill Eziniki, outstanding match winner of the season, who won the Club tournament, the President's trophy and the spring G.M.G.A. tournament, Bus James Ev. Coedy, leading runner up for the season, who lost out in three final matches, and Gerry Giroux.

CHAMPIONSHIP CONTENDERS for the Regina City Amateur trophy were Gordon Beattie, left, winner and Tommy Kellett, right runner up in a match that ran 34 holes of the prescribed 36 before the championship was decided. Both are GM men.







GM MEN THE REGINA ROUGHRIDERS, pride of the Prairie City, in top class Canadian football circles are left to right, Maurice Williams, who attained all-star rating in the Western Conference last year, and Harry Bell, George Hameinuk, Steve Checko, Mike Raawluik, all of whom are considered strong assets in Regina's bid for the western crown in 1943.

GM STARLETS IN BABY BEAUTY CONTEST

5 of 7 Prizes In Baby Show At Oshawa Fair Taken By Children of GM People

There were many aspirants for the title of Oshawa's Most Beautiful Baby at the 1943 Oshawa Fall Fair. The judges state that the task of choosing one baby from all that were entered was more difficult this year than ever before not only because of the large number of entries, but because the entries were all so near to baby perfection. The pictures of five of the winners elsewhere on this page shows that the judges are to be complimented on an excellent job in making their selections.

Five of the seven winners belong to GM folks, and are justly proud of our contribution to infant pulchitrude. Grand prize winner of the show was Dorothy Muriel Brash, 11-month old daughter of Mr. and Mrs. Leonard Brash, 169 Alma St., who won the first prize in the class between six and twelve months and also was chosen the outstanding baby of all. Mr. Brash works in the West Plant Tool Room.

First prize in the class six months and under was Josephine Smith, daughter of Mr. and Mrs. T. G. Smith, 115 Simcoe St. S. Mr. Smith works in the Shipping Department.

Second in the class over six months was Elizabeth Mary Weldon, daughter of Mr. and Mrs. George Weldon, 366 Division St., Mr. Weldon is employed in the Truck and Commercial Division.

Third in the class under twelve months, was Gary James Porteous, son of Mr. and Mrs. Victor Porteous, R.R. No. 1, Oshawa. Mr. Porteous works in the Gun Mount Division.

Second prize winner in the class over twelve months, was Wayne Frank Hodge, son of Mr. and Mrs. Atha Hodge, 375 Elgin St. E., Oshawa.

GM BABY PRIZE WINNERS at the Oshawa Fall Fair are shown above at the fair by our cameraman after the prizes were announced. It was a busy day for the proud mothers who are shown with their prize winning babies. For more details see story on this page. (1) is Dorothy Muriel Brash; (2) Josephine Smith; (3) Elizabeth Mary Weldon; (4) Gary James Porteous; (5) Wayne Frank Hodge.

THE BOSS' SECRETARY at the Walkerville Engine Plant for the past three years, Mrs. Isobel D. Herage, leaves to engage in the Mister and Missus business, as her girl friends from the office gather round to wish her the best of luck.

Shooting the News
with B. C. I.

B.C.I. is sorry to bid adieu to Mrs. Betty Bishop of the Receiving Room who has left us to join her husband who is stationed in Newfoundland. A beautiful leather bound make-up kit was presented to her by her associates as a token of esteem.

* * *

Miss Thora Bradley has also left our ranks. She was employed in the Time Study Department and has now returned to the University of Western Ontario to complete her course of study.

* * *

A joint shower honouring Mrs. Harold Theobald (Frances Smith) and Mrs. Andrew Richardson (Ann Adams) of B.C.I. was held recently at the home of Mrs. Esther Squires. Various games were enjoyed and a very delicious lunch was served by the hostess. Ann and Fran received identical gifts of a complete set of Pyrex glassware and a beautiful cup and saucer.

* * *

President Doc Boyd of the B.C.I. Ten Pin League advises that they got away to a fine start in September with 40 employees competing. Eight teams comprise the League. They bear such illustrious names as Jeeps, Aces, Mud Hens, Rinkey Dinks, War Hawks, Pirates, Spitfires and Lucky Strikes (prophetic?) Mr. Clyde Wheatley is the Secretary and guardian of the $400.00 in prize money which is inspiring every player to do his utmost. W. J. Murphy of the Tool Room takes the credit for the highest single score of 231. Good going Bill. At this writing, the Spitfires are high team having won eight games and lost one.

* * *

With 50 bowlers on hand, the B.C.I. Five Pin League got under way on September 21st. At the time of writing the Bingos, led by Frank Black, were leading the League, with only two games separating the other nine teams. Vera Getty is leading all comers in the Ladies' Division with an average of 196, high three of 705 and single high of 278. In the men's Division, Wally McCartney leads with a high average of 216, while Roy Beacom scored in the high three and high single with scores of 783 and 347 respectively. The League's President this year is Frank Black with Betty Laforet, Bob Cade and Wally McCartney as his assistants.

North Plant Committees
(Continued from page 5)

A recent feature of the B.C. (1 & 4) Fund was the receiving of over $25.00 in two draws for mammoth sized Spanish onions, provided by Bill Drinkle of the Light Reject Department from his own garden. The total weight of six onions used for this good purpose was 10 lbs. Thus the onions earned slightly more than $2.50 each for the Fund and provided a lot of fun in the process. Latest dodge of this versitile committee was to hold a draw for a live chicken, which enriched the Fund by $7.00.

The Committee have received many indications that their work is appreciated and hundreds of cards have been received from overseas men to date. Typical of these acknowledgements are the following excerpts:— Clare Henry, formerly of the Army Truck line and now with the Canadian forces in Sicily writes: "Thanks a lot for the cigarettes, boys. They sure are appreciated. I guess our boys are showing you people at home that you have something to be proud of in the Canadian Army. These hills and roads in Sicily are certainly testing out our trucks. My old Chev. 60 cwt, just doesn't give a damn about these tough roads and hills. So keep 'em coming because we sure can use them."

"I shall be glad when things are normal again so I can get back", says Pte. B. Lovell. "In the meantime, thanks for the cigs., they are always welcome."

The Committee points out that these letters give them a great deal of satistion in knowing that the men who contribute are doing something for the boys that is really appreciated.

What's Cookin'?

BY CATHERINE

Girls In Uniform

A member of the R.C.A.F. (W.D.) very natty in air force blue, visited me recently. She was complete with regimental number, the rank of AW1, waterproof and fireproof identification tags around her neck (which to me seemed awfully grim), duffel bag,—in fact all the paraphenalia of a man in the air force.

Gracie joined up at Easter of this year, in Regina, her home town, and almost immediately found herself at the air force training centre at Rockcliffe, for her basic training. After a couple of months of learning left from right, how to march, how to salute (with a snap) and air force rules and regulations, she was sent to Toronto for a month's course in stenography and office routine. Then Rockcliffe again, where she works in the office, typing, filing and signal sending.

However, the W.D.'s do all kinds of work about the station,— in most cases men's work, such as driving, ground work about the planes, (some of them are real grease monkeys), telegraph and radio operators. A great many are now serving overseas, more going all the time, and doing exactly the same kind of work there as in Canada, and in that way release many more men for active combat duty.

Fuddy-duddies like ourselves, who have hitherto believed that women's p'ace is in the home, find this business of women marching off to war very bewildering, but intriguing too. One is bound to speculate on certain situations that may and probably will arise when this struggle is over. Maybe the struggle will be just beginning. What of the poor private, who dreams of being master in his own home, and comes home to find his wife Staff Sergeant or Captain or something. Who's boss then?

Wanted - Records

Have you any old phonograph records that can be passed on to the boys in uniform? In some of the remote coastal areas and on board ship, where they are not allowed to use radios, this kind of entertainment is especially welcome. Music provides an extra fillip to the lives of these marooned boys and at the same time helps them to relax. So it is more than an entertainment proposition.

We have voluntarily decided to become a clearing house for records, and then send them on to the central depot in Toronto. If you have any records that you feel can be spared from your collection please bring them to the War-Craftsman office. We are asking for not only new records but old ones too. Even cracked and broken ones because recording companies accept these to recover the shellac and pay for them in new records for the troops. Don't be afraid to send classical recordings, because figures show that in many cases these are preferred by the troops to modern "jump and jive."

Christmas Boxes

The Women's Auxiliary of the Automobile Workers Local are again busy at their job of sending Christmas boxes to their men in uniform, both in Canada and Overseas. These industrious women have earned sincere praise for their unflagging efforts in this direction. Many weary hours are spent in finding up-to-date addresses of the "boys" and many more hours entailed in the tedious job of packing, parcelling and addressing these boxes.

Be A Blood Donor

How many have yet to make their first visit to the Red Cross Blood Donor Clinic? The number of regular donors is falling off from week to week, due to enlistments in the armed services, and it's up to the women to replace the enlisted men as donors. The product of the Blood Clinics which have been set up from coast to coast, is vitally needed in the various theatres of war as we all know. How many times, particularly since the Sicilian campaign began, have we read in newspapers and heard on the radio of lives being saved when the precious blood plasma was administered in time to save a life.

For some reason the women's response to the Blood Clinic's appeal has been far from complete. There are still many who have ignored it. For one thing, a great many are frightened and nervous. It's a very simple business and if the blood count or blood pressure is not all it should be there is a doctor in attendance to tell you whether or not you are fit.

There are very few people left untouched by this war—nearly everyone has someone in uniform, so it's easy for everyone to view this appeal from a personal angle. Maybe your donation will save the life of your husband, brother or someone equally dear. So, volunteer as a donor at the Blood Clinic in your city and consider it one of your "war efforts."

MR. AND MRS. PERCY BRYCE are pictured above. The bride was formerly Miss Amber Sonley, well known and popular member of the nursing staff at the Plant Hospital, Oshawa.

MR. AND MRS. OAKLEY CRAWFORD, and attendants, whose wedding took place in Simcoe United Church recently. From left to right, they are: Lloyd White (usher), Carl Gamble (usher), Wilmer Crawford (best man), Oakley Crawford (groom), the bride, Hope Smith (maid of honor), Margaret Bell (bridesmaid), Eileen Doble (bridesmaid). Mrs. Crawford, is in head office and before her marriage was Jean Nolan.

MR. AND MRS. BERNARD S. CLARKE, who were married at King St. United Church in Oshawa, are pictured leaving the church after the ceremony. The bride was Betty McCullough, formerly with the Sewing Department at G.M.C. Mr. and Mrs. Clarke are now living in St. Catharines.

CORPORAL AND MRS. J. W. PICKUP, shown after their wedding, which took place recently in Ottawa. The bride was formerly Miss Marie Anne Matachuk. Corporal Pickup, now with the R.C.A.F. Headquarters in Ottawa, was a member of the Purchasing Department, at Oshawa before enlisting.

HOME GROWN PRODUCE and flower motif used by amateur window dressers of the Engineering Department at Oshawa, is in honor of Bill Dunn's marriage and not a Harvest Home or Thanksgiving celebration. Bill, seated at his desk looks very pleased with it all. In the background are fellow members of Bill's department. Inset, the bride, formerly Margaret Bell.

A DAY OF SURPRISES was Sept. 30th for Mae Harper, which marked her twenty-fifth anniversary with General Motors. First, she was presented with a huge basket of roses, compliments of the Company, a beautiful string of pearls from fellow employees of the Accounts Receivable Department and an engraved bracelet, a gift from friends in the organization. Then the photographer appeared. Mae is shown here looking very happy behind her basket of roses, and surrounded by members of Accounts Receivable Dept.

AUXILIARY TROOPS TO CANADA'S ACTIVE SERVICE FORCES were the thousands of GM employees who helped speed the victory by buying bonds. Above is a pictorial view of some of the groups of employees and activities which contributed substantially to putting the loan over the top in all General Motors plants. (1) The speakers' platform at the North Plant rally with Captain Norman Rawson at the microphone and Pat Conroy in the background (second from left). (2) Windsor war production show where General Motors war products were on display. (3) Office rally in the Staff Garage. (4) Annette Caza loans $500. of her savings to Canada. (5) Top nailers in the C.K.D. shipping line at Oshawa who put zest into the campaign with their decorations shown in (8) and their enthusiastic participation in the campaign. (6) Part of the GM display at Windsor was an R.C.A.F. bomber gun turret, mounting Browning guns. (7) Two engine plant employees snapped beside the heavy armoured car in the General Motors display. (9) The boxing section of C.K.D. shipping line in Oshawa, who also had their display. (10) The Browning machine gun made by Border Cities Industries is demonstrated at the Fair in Windsor. (11) Hundred-percenters of the Army Truck line stock room at Oshawa. (12) Engine Plant Employees, Walter S. Loveless (right) buys a $2,000.00 bond. (13) Outstanding group in all plants were these thirty men of the final hardware line, shown here with their unique decoration. (14) The first complete department to go over the top were the Tank Line men shown here. (15) A North Plant crowd hears speaker at Oshawa. Your December War-Craftsman will contain other highlights.